

Fresno COG 2011 Regional Transportation Plan Draft Public Outreach Plan

Table of Contents

I.	Introduction	1
II.	Summary of RTP Public Outreach Plan Requirements	
A.	Public Participation Plan Requirements.....	1
B.	Consultation & Coordination Requirements	3
C.	Private Sector Involvement.....	3
D.	Consultation with Interested Parties	4
E.	Native American Tribal Government Consultation & Coordination.....	4
F.	Consultation with Resource Agencies	5
III.	Public Outreach Program Objectives for the RTP	
A.	Objectives.....	7
B.	Performance Measures.....	7
IV.	Implementation of RTP Public Outreach Plan	
	Initiating Plan Development – Participation Strategies	10
V.	Get Involved in the RTP Process	
	How to guide.....	13

I. Introduction

Regional Transportation Plans (RTPs) are planning documents developed by Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) in cooperation with Caltrans and other stakeholders. They are required to be developed by MPOs and RTPAs per State legislation, (Government Code Section 65080 et seq.) and Federal regulation (Title 23 USC Section 134).

The purpose of the RTP is to establish regional goals, identify present and future needs, deficiencies, and constraints, analyze potential solutions, estimate available funding and propose investments.

A comprehensive public involvement program is an important component for developing a RTP. As Fresno COG undertakes the update of the 2011 RTP a major goal of the public involvement effort is to reach out to nontraditional as well as traditional audiences to include them in the transportation planning process. This program will help ensure that environmental justice issues are addressed and that interested members of the public have ample opportunity to understand and provide meaningful input while the RTP is in its early stages and throughout the planning process.

II. Summary of RTP Public Outreach Plan Requirements

A. Public Participation Requirements:

The RTP Planning Process must foster involvement through a proactive public participation process with the all interested parties. Title 23 CFR Part 450.316(a) states the following concerning participation and consultation:

"The MPO shall develop and use a documented participation plan that defines a process for providing citizens,

- *affected public agencies*
- *representatives of public transportation employees*
- *freight shippers*
- *providers of freight transportation services*

- *private providers of transportation*
- *representatives of users of public transportation*
- *representatives of users of pedestrian walkways and bicycle transportation facilities,*
- *representatives of the disabled*
- *other interested parties*

with reasonable opportunities to be involved in the metropolitan transportation planning process."

- When significant written and oral comments are received on the draft RTP and as a result of the participation process or the interagency consultation process a summary, analysis and report of the proposed comments shall be made as part of the final RTP
- The public participation plan should be prepared prior to the development of the RTP. The public participation plan should have public input during its preparation and have a 45-day comment period before the MPOs/RTPAs board adopts it. This enhanced public participation plan is a new requirement as a result of SAFETEA-LU.
- Title 23 CFR part 450.316(a)(1)(iii) now requires the participation plan to use visualization techniques to describe the RTP and FTIP. Visualization techniques range from a simple line drawing or hand written chart to technologically complex web cast public meetings and GIS modeling and computer generated maps. The specific type of visualization technique is determined by the MPO/RTPA.
- The public participation plan and both the draft and adopted RTP shall be posted on the World Wide Web, to the maximum extent practicable and for the life of the RTP.
- It is also recommended MPOs/RTPAs place hard copies of the draft and adopted copies of RTPs in local libraries and other locations where the public would have access to these documents.
- The MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other

governments and agencies. Non-MPO public participation efforts shall at minimum develop a documented process that outlines roles, responsibilities and provides outreach efforts to all sectors of the local community.

B. Consultation & Coordination Requirements:

Cooperative development of plans, programs and schedules with the following:

- All transportation providers
- Facility operators such as airports
- Appropriate federal, state and local agencies
- Native American Tribal Governments (shall involve federally recognized tribes, and should seek input from those not federally recognized)
- Environmental resource agencies
- Air District
- Pedestrian and bicycle representatives
- Adjoining MPOs/ RTPAs
- Federal Land Management Agencies

In developing RTPs, the MPO/RTPA should consult with agencies and officials responsible for other planning activities within their region that are affected by transportation or at least coordinate the planning process to incorporate input. These areas include, but are not limited to, the listed examples:

1. State and local growth;
2. Economic development;
3. Environmental protection;
4. Airport operations; and,
5. Goods Movement.

To reflect consultation with resource and permit agencies to ensure early coordination with environmental resource protection and management plans.

C. Private Sector Involvement

Formally invite to participate and strive to include any long-range plans of these organizations that have an impact on the regional transportation system:

- Goods movement industry
- Trucking firms
- Freight train lines
- Taxi services
- Limousine services
- Transportation Management Associations
- Private Transit Operators
- Developers
- Chambers of Commerce
- Large Employers
- Business organizations

D. Consultation with Interested Parties

The MPO/RTPA shall provide the following interested parties with reasonable opportunity to comment on the proposed RTP:

1. Citizens
2. Affected public agencies
3. Representatives of public transportation employees
4. Freight shippers
5. Private providers of transportation
6. Representatives of users of public transportation
7. Representatives of users of pedestrian walkways and bicycle transportation facilities
8. Representatives of people with disabilities
9. Providers of freight transportation services
10. Other interested parties.

E. Native American Tribal Government Consultation and Coordination

- The MPO or RTPA should include a discussion of consultation, coordination and communication with federally recognized Tribal Governments when the tribes are located within the boundary of an MPO/RTPA.
- MPO/RTPA should establish a government-to-government relationship with each Tribe in the region. This refers to the protocol for communicating between the MPOs/RTPAs and the Tribal Governments as a sovereign nation.
- This consultation process should be documented in the RTP.

- The initial point of contact for Tribal Governments should be the Chairperson for the tribe.
- The MPO/RTPA should develop protocol and communication methods for outreach and consultation with the Tribal Governments. (In this plan)

F. Consultation with Resource Agencies

Current federal regulations require MPOs to consult with resource agencies, State and local agencies responsible for land use management, environmental protection, conservation, and historic preservation concerning the development of the RTP.

The consultation efforts shall involve:

1. Comparing transportation plans with State conservation plans, maps and other data, if available; and,
2. Comparing transportation plans with inventories of natural and historic resources, if available.

New federal requirements seek to receive input/comments from resource agencies early in the planning process. The following is a preliminary list of resource agencies that should be consulted in the development of the RTP:

1. Federal agencies (including FWHA, EPA and FTA)
2. U.S. Army Corps of Engineers
3. NOAA Fisheries Services
4. U.S. National Park Service
5. U.S. National Marine and Fishery Service
6. California Environmental, energy, resource and permit agencies
7. California Coastal Commission
8. California Energy Commission
9. California Office of Planning and Research
10. California Environmental Protection Agency
11. California Resources Agency
12. California Water Resources Control Board
13. California Regional Water Quality Control Board
14. California Department of Fish and Game
15. California Integrated Waste Management Board
16. California Air Resources Board

17. Bay Conservation and Development Commission (Bay Area)
18. Regional Air Quality Management Districts
19. Private sector carpools / rideshare coordinators
20. California Department of Parks and Recreation
21. Caltrans list of federal and state resource agencies

III. Public Outreach Program Objectives for the RTP

Fresno COG's Public Participation Plan calls for setting and measuring progress on involving the public in Fresno COG's 2011 Regional Transportation Plan

A. Objectives:

- Solicit participation from a broad range of groups and individuals in the 2011 RTP decision-making process
- Raise awareness and offer opportunities for public input about the 2011 RTP
- Provide information to Fresno County region residents and other stakeholders
- Stimulate dialogue about the transportation challenges facing the Fresno County region
- Develop and incorporate into the 2011 RTP update realistic solutions that address the diverse mobility needs of the region's residents, visitors and business people
- Build public support for, and understanding of, the transportation improvements outlined in the 2011 RTP

B. Performance Measures:

Diversity: Participants must represent a range of socioeconomic, ethnic and cultural, geographic and user (mode) groups. They must also include a range of people with varying interests: social service, business, environment, social justice/equity, etc.

- Targeted groups include all those listed under "Summary of Outreach Requirements" including additional Fresno COG contacts
- Participating citizens represent a cross-section of people of various interests, places of residence and primary modes of travel, as reported on surveys and comments or other communications received throughout the update process

Reach: The program should make every effort to include the greatest number of people possible. Different levels of participation will make it more inviting for people with a range of involvement preferences to join the discussion. The success of the program will be measure by the following:

- Number of comments received

- Number of individuals who actively participated in the Fresno COG RTP 2011 Public Outreach Program, as measured by survey responses, focus group attendance and community outreach involvement. (excluding repeat attendance)
- Number visits or "views" to the Fresno COG RTP 2011 section website and/or requests for information during active periods of the public outreach and involvement program

Accessibility: Every effort should be made to ensure that anyone who wants to participate can do so. This goal can be met by taking the participation activities to where people already are located, whenever possible. It can also be met by providing ways to participate, regardless of individuals' language or ability to attend a meeting, access to the Web, etc.

- Meetings are held in communities and during existing meeting dates/times whenever possible
- 100 percent of meeting locations are accessible by transit
- Meetings are linguistically accessible to 100 percent of participants, with 3 working days' advance request for translation. (Meeting announcements will offer translation services with advance notice to participants speaking any language with available professional translation services.)
- All meetings are accessible under the requirements of the Americans with Disabilities Act (ADA).

Impact: The feedback received through this Outreach and Involvement Program should be analyzed and provided to the Fresno COG Policy Board wherever appropriate. Interested participants should be informed of Board's actions. Decisions to not incorporate recommendations should be noted, with a rationale provided and ready to be discussed.

- 100 percent of written comments received are logged, analyzed, summarized and communicated in time for consideration by staff and the Fresno COG Policy Board
- 100 percent of the written comments are acknowledged so that the person making them knows whether his or her comment is reflected in the outcome of a Policy Board action or, conversely, why the Policy Board acted differently

“High-quality” Input and Participation: Focus on receiving comments that generate discussion, add value to the process and help to build consensus.

Education: This outreach program is an opportunity for Fresno COG to inform a wide range of people about transportation issues in the Fresno County region, as well as the link to climate change and sustainable growth, among other issues. Each step of the process should include an educational element, whether it is about Fresno County area transportation in general, specific projects being considered for inclusion in the long-range plan or background on the outreach results to date.

Participant Satisfaction: People who take the time and energy to participate should feel it was worth their while to join in the discussion and debate. The following targeted performance measures are associated with each of the goal topics.

- Majority of participants rate the Fresno COG RTP Outreach Program as *Excellent or good* on each of the following performance dimensions (or other specific features to be determined):
- Accessibility (meeting locations, materials presented in appropriate languages for targeted audiences, etc.)
- Adequate notice
- Sufficient opportunity to comment
- Clear understanding of items that are established policy versus those that are open to public influence
- Clear information at an appropriate level of detail
- Educational value of presentations and materials
- Responsiveness to comments received
- Understanding of other perspectives and differing priorities
- Quality of the discussion

IV. Implementation of RTP Public Outreach Plan

Initiating Plan Development – Participation Strategies

Fresno COG is planning to implement the following public outreach strategies throughout the development of the 2011 RTP.

1. Regional Transportation Plan Steering Committee

Form a Regional Transportation Plan Steering Committee of interested stakeholders to engage and obtain feedback on RTP development through the entire update process.

2. Fresno COG's Stakeholder Focus Groups

To consult and coordinate the development of the RTP with stakeholders specifically interested or involved with plans or projects identified in individual work elements, these focus groups will be organized topically and could include the following:

- Non-Motorized Transportation – Users and providers of bicycle, pedestrian and multi-use trails, Fresno COG's bike/trails committee
- Goods Movement - – would include providers and users of public and private aviation, rail service, freight shipping, trucking firms and others in the goods movement industry
- Air quality and Environmental – Air District, Environmental Resource Agencies, Community groups with environmental focus
- Transit – Providers and users of public and private transit services (urban and rural) and public transportation employees
- Business and Industry Representatives – Large employers, Chambers of Commerce, business organizations, developers
- Private transportation providers – Limousine and taxi company representatives, bus companies, vanpool leasing companies, etc.
- Disabled and Elderly – Representatives of the disabled and elderly population including Fresno COG's Social Services Transportation Advisory Committee
- Native American Tribal Governments – Representatives from Federal recognized and non-federally recognized tribal governments

3. Surveys: Online and hard copy

Solicit response through email, Roadshows, hard copy mailout, Fresno COG newsletter, public meetings—possibly using clicker technology, focus groups, Fresno COG homepage, Facebook and Twitter websites.

4. Social Networks:

Fresno COG's Facebook and Twitter pages, media websites, local social networking sites/blogs, and online calendars.

5. Fresno COG's website:

Dedicate a new section of Fresno COG's website to provide information and timely updates on the RTP development process, promote upcoming meetings and events, post documents for download and print and provide options for feedback.

6. Distribute/present information at regularly-scheduled public meetings:

Present RTP updates and solicit input at Fresno COG Committee meetings, jurisdiction council/board meetings, local/regional agency meetings, city and county community planning groups, Chambers of Commerce, Economic Development Organizations, community and business group meetings, public service organizations, and other stakeholder groups.

7. Fresno COG Newsletter:

Fresno COG Outlook quarterly newsletter is distribute to over 4,000 people and would include informational articles and a hard copy of the RTP survey.

8. Email:

Email updates, announcements and information to 2200+ people on Fresno COG's current email database and request our contacts forward the information to their contacts.

9. Community-Based Outreach Program:

To help ensure diverse and direct input from environmental justice populations, Fresno COG will award grant funding to 3 community-based organizations to conduct public meetings/workshops for individuals not typically involved in the regional transportation planning process. The selected organizations will conduct outreach activities to secure public involvement from stakeholders in their communities and populations served, engaging them in the development of the Regional Transportation Plan and generating feedback on the 2011 RTP.

IV. Get Involved in the RTP Process

How to guide

Below you will find a list of how you may participate in the Fresno COG Regional Transportation Plan Update process via the participation strategies listed in the previous chapter.

1. Regional Transportation Plan Steering Committee

If you are interested in joining the Regional Transportation Plan Steering Committee as an interested stakeholder, please contact Fresno COG staff member Clark Thompson by phone at 559.233-4148 ext. 203, or via email at clarkt@fresnocog.org.

2. Fresno COG's Stakeholder Focus Groups

Fresno COG staff will be coordinating and hosting focus groups organized topically as listed below. If you are interested in attending one of the focus groups please contact Fresno COG Public Information officer Brenda Lauchner by phone at 559-233-4148, ext. 219 or via email at brendal@fresnocog.org.

- Non-Motorized Transportation – Users and providers of bicycle, pedestrian and multi-use trails, Fresno COG's bike/trails committee
- Goods Movement - – would include providers and users of public and private aviation, rail service, freight shipping, trucking firms and others in the goods movement industry
- Air quality and Environmental – Air District, Environmental Resource Agencies, Community groups with environmental focus
- Transit – Providers and users of public and private transit services (urban and rural) and public transportation employees
- Business and Industry Representatives – Large employers, Chambers of Commerce, business organizations, developers
- Private transportation providers – Limousine and taxi company representatives, bus companies, vanpool leasing companies, etc.
- Disabled and Elderly – Representatives of the disabled and elderly population including Fresno COG's Social Services Transportation Advisory Committee

- Native American Tribal Governments – Representatives from Federal recognized and non-federally recognized tribal governments

3. Surveys: Online and hard copy

Surveys may be dispersed and submitted via email, community events; hard copy mailout, Fresno COG newsletter, public meetings, focus groups, Fresno COG homepage, Facebook and Twitter websites. Please contact Fresno COG Public Information officer Brenda Lauchner by phone at 559-233-4148, ext. 219 or via email at brendal@fresnocog.org to ensure you receive a copy of the 2011 RTP Update survey.

4. Social Networks:

Fresno COG currently has Facebook and Twitter homepages listed under Fresno Council of Governments.

5. Fresno COG's website:

Fresno COG's website address is www.fresnocog.org. Each time an RTP item is added or updated on the Fresno COG website it will be listed on the homepage under "What's New Online", and oftentimes under "Announcements." Meetings are listed under "Meetings listing" on the homepage with agendas accessible through the calendar listings. At the bottom of each page of the website there is an email link to the COG staff member that is in charge of updating the content on that page. If you would like to submit a question or comment about something on the website to staff but are unsure of who to contact, it is effective to begin with the person listed on that website page. Simply click on the email link and a new email box will appear addressed to the listed email contact.

6. Distribute/present information at regularly-scheduled public meetings: All of Fresno COG's regularly-scheduled meetings are open to the public and you are welcome to attend any of them. The meetings are listed on Fresno COG's website homepage under the "Meetings" tab. If you are interested in having a Fresno COG staff member attend your agency's or businesses' meeting to present or participate in discussion, please contact Fresno COG Public Information officer Brenda Lauchner

by phone at 559-233-4148, ext. 219 or via email at brendal@fresnocog.org to coordinate that for you with the appropriate staff member.

7. Fresno COG Newsletter:

Fresno COG Outlook quarterly newsletter is distributed to over 4,000 people and will include informational articles and a hard copy of the RTP survey. If you would like your name to be added to the newsletter mailing list please call Fresno COG at 559.233.4148, ext. 201 and ask to be added to that list. Or email brendal@fresnocog.org. The Fresno COG Newsletter is also available for viewing and printing on Fresno COG's website under the "Get Involved" tab.

8. Email:

If you would like to receive email updates, announcements and information regarding recent RTP developments, meetings and plan development please submit your request and email address to Fresno COG Public Information officer Brenda Lauchner by phone at 559-233-4148, ext. 219 or via email at brendal@fresnocog.org.

9. Community-Based Outreach Program:

To help ensure diverse and direct input from environmental justice populations, Fresno COG will award \$2,500 in grant funding to three community-based organizations to conduct public meetings/workshops for individuals not typically involved in the regional transportation planning process. The selected organizations will conduct outreach activities to secure public involvement from stakeholders in their communities and populations served, engaging them in the development of the Regional Transportation Plan and generating feedback on the 2011 RTP. If you are interested in applying for one of these three Community-Based Outreach Program grants please submit your request and email address to Fresno COG Public Information officer Brenda Lauchner by phone at 559-233-4148, ext. 219 or via email at brendal@fresnocog.org. Grant deadlines, criteria and all related materials will be posted to the Fresno COG website, and made available via website download, email, phone or written request.

Fresno COG contact information:

Council of Fresno County Governments (Fresno COG)

2035 Tulare Street, Suite 201

Fresno, CA 93721

559.233.4148 Phone

559.233.9645 Fax

www.fresnocog.org



San Joaquin Valley Blueprint Awards Announced

Three years ago, the eight regional planning agencies in the San Joaquin Valley came together in an unprecedented effort to develop a coordinated valley vision – the San Joaquin Valley Regional Blueprint. This eight county venture is being conducted in each county, and has recently been integrated to form a preferred vision for future development throughout the Valley to the year 2050.

In an effort to recognize plans, policies and projects that are “Blueprint friendly”, the Valley’s regional planning agencies created an awards program specifically designed for this purpose. Nominations were solicited from throughout the San Joaquin Valley for a number of categories. The judges reviewed the nominations and selected several for their efforts to reflect the Blueprint Principles. Because this was the first year of the program, the judges took the liberty of modifying some of the categories in order to better describe several of the nominations that were submitted.

The following awards will be presented by the Regional Policy Council at the Fall Policy Conference luncheon on October 2, 2009 in Fresno.

Award of Achievement
Community Plan - Unincorporated Community
Merced County ~ Hilmar Community Plan

Award of Achievement
Master Planned Community
Harlan Ranch ~ “A Clovis Community”

Award of Achievement
General Plan - Small Jurisdiction
City of Porterville General Plan

Award of Achievement
Community Plans - Unincorporated Community
Kings County General Plan ~ 4 Community Plans

Award of Merit
General Plan - Small Jurisdiction
City of Tracy General Plan

Award of Merit
Master Planned Community
Copper River Ranch

Award of Merit
Sustainable Development Policies
Kings County General Plan ~ Land Use & Resource Conservation Elements

Honorable Mention

~ City of Bakersfield Mill Creek ~
~ City of Tracy Growth Management Ordinance and Guidelines ~
~ City of Madera: Vision Madera 2025 ~
~ City of Shafter: OSIP (Oakland Shafter Inland Port) ~

The Blueprint Principles were used as the criteria to judge the submittals.

- **Create a range of housing opportunities and choices**
- **Create walkable neighborhoods**
- **Encourage community and stakeholder collaboration**
- **Foster distinctive, attractive communities with a strong sense of place**
- **Make development decisions predictable, fair and cost effective**
- **Mix land uses**
- **Preserve open space, farmland, natural beauty and critical environmental areas**
- **Provide a variety of transportation choices**
- **Strengthen and direct development towards existing communities**
- **Take advantage of compact building design**
- **Enhance the economic vitality of the region**
- **Support actions that encourage environmental resource management**

The Blueprint Awards program is sponsored by the San Joaquin Valley Regional Policy Council (representing the eight SJV COGs), the Central Section of Cal Chapter APA (American Planning Association), AIA (American Institute of Architects) San Joaquin Chapter and the Federal Reserve Bank of San Francisco.

The Award Judges represent several sectors:

Mayor Ann Johnston, City of Stockton
Fresno Council of Governments – Tony Boren, Executive Director
American Planning Association – Bruce O’Neal, AICP
American Institute of Architects – Dave Phillips, AIA
Federal Reserve Bank, San Francisco – Darryl Rutherford
Building Industry Association – Mike Prandini
Tejon Ranch – Barry Hibbard

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See project notes on following pages for more detail.

California High-Speed Train Project



TECHNICAL MEMORANDUM

Summary Description of Requirements and Guidelines for: Heavy Maintenance Facility (HMF), Terminal Layup/Storage & Maintenance Facilities & Right-of-Way Maintenance Facilities TM 5.3

Prepared by: Paul J. Mosier 25 AUG 2009
Paul Mosier, O&M Manager Date

Checked by: Steven Wolf 25 AUG 2009
Steven Wolf, Environmental Manager Date

Approved by: John L. Harrison 25 AUG 2009
John Harrison, Deputy Program Director Date

Released by: Tony Daniels 25 AUG 2009
Tony Daniels, Program Director Date

Revision	Date	Description
0	25 AUG 2009	Initial Release

Note: Signatures apply for the latest technical memorandum revision as noted above.

CONTENTS

1.0	INTRODUCTION	1
2.0	SUMMARY-CONCEPT OF ROLLING STOCK MAINTENANCE PROGRAM ...	1
3.0	COMMISIONING OF ROLLING STOCK	2
4.0	RIGHT-OF-WAY MAINTENANCE.....	2
5.0	OPERATIONS CONTROL CENTER	2
6.0	ROADWAY ACCESS AND PARKING TSMF & HMF	2
7.0	"OTHER" REQUIREMENTS	3
8.0	FACILITIES SITE LOCATION CRITERIA	4
9.0	ESTIMATED SPATIAL REQUIREMENTS.....	5

1.0 INTRODUCTION

Based on a service design driven by the CHSTP ridership demand forecast, an operating plan was developed to define train schedules and estimate the number of train-sets for the CHSTP rolling stock fleet. In order to support the commissioning activities, layup/storage and maintenance program requirements (Levels I, II, III, IV, V), and ultimate retirement for this estimated fleet size, concepts were developed for the daily Terminal Layup/Storage and Maintenance Facilities (TSMF) and a Heavy Maintenance Facility (HMF) with the requisite tracks and shop buildings. In addition, right-of-way maintenance requirements were examined, and a description of a "typical" Maintenance of Way Facility (MOWF) configuration was developed and recommendations for approximate locations along the high-speed train system alignment were identified.

Preliminary guidelines and criteria applicable to the design of the TSMF, HMF and MOWF have been prepared. The size and configuration of these facilities were estimated based on defining the capabilities and functional requirements necessary to support the activities critical to efficiently maintaining and safely operating the CHSTP rolling stock fleet and physical plant. These capabilities and requirements were largely derived from a review of best practices and programs used on similar high-speed train (HST) systems around the world, including France, Korea and Japan.

2.0 SUMMARY-CONCEPT OF ROLLING STOCK MAINTENANCE PROGRAM

A brief overview of the maintenance program expected to be carried out at the CHSTP, TSMF and HMF is described below:

- *Level 1 – In Service Monitoring:* daily testing and diagnostics of certain safety sensitive apparatus on the train in addition to automatic on-board and on-ground monitoring devices.
- *Level 2 – Examinations in Service:* inspections, tests, verifications and "quick" replacement of certain components on the train. Examples include inspection and maintenance tasks associated with the train's running gear, bogies, underbody elements and pantographs.
- *Level 3 – Periodic Inspections:* part of planned preventive maintenance program requiring specialized equipment and facilities. Examples include: a) examination of interior fittings and all parts of the train in the immediate environment of the passengers, b) in depth inspection of axles and underbody components, critical to train safety by identifying and repairing any condition in the running gear and connecting components, c) wheel condition diagnostics and re-profiling (wheel truing).
- *Level 4 – Overhauls (HMF only):* part of the planned life cycle maintenance program requiring a specialized heavy maintenance shop with specific heavy duty equipment. Activities include the complete overhaul of train components replaced during Level I, II and III. In addition, this a full complement of heavy maintenance is completed on each trainset every 7 to 10 years (30 days per trainset) as well as mid-life overhauls which are performed on each trainset every 15 to 20 years (45 days per trainset).
- *Level 5 – Rolling Stock Modifications & Accident Repair (HMF only):* Activities to support installation of a major modification to the design of the trainset for purposes of improving safety, reliability and passenger comfort. In addition, this category includes repair to a trainset which has "suffered" significant damage.

3.0 COMMISSIONING OF ROLLING STOCK

The five levels of the HST Maintenance Program previously described, define the basic structure of the HST Maintenance Program. In addition to the in service maintenance regimen, the purpose of the HMF is presented in the Technical Memorandum, Terminal and Heavy Maintenance Facility Guidelines dated August 2009. The HMF is assumed to be used during the pre-revenue service period for the assembly, testing, acceptance, and commissioning of the HST System new rolling stock fleet. Implementation of the testing, acceptance and commissioning activity would also require a main line test track between 80 and 105 miles in length connected directly to the HMF. The HMF would also be used for decommissioning or retirement of equipment from the system to make way for the next generation of rolling stock.

4.0 RIGHT-OF-WAY MAINTENANCE

Adequate space will be required to "park" on-track right-of-way maintenance equipment, store maintenance of way material inventory and replacement parts, and support a "headquarters" and staging area for HST System "sub-division" maintenance personnel. The locations that support an effective Maintenance of Way program strategy are envisioned to be located within close proximity to Gilroy, Merced, Visalia, Bakersfield, and Palmdale for Phase I, with Stockton, City of Industry and Temecula added later for the Full System Build-Out. The selection of right-of-way maintenance facilities will be based on servicing a track distance of 75 miles in each direction from the maintenance site for a total coverage of 150 miles. This is to accommodate the time for equipment traveling at 60 mph to reach locations along the alignment needing maintenance during the five hour non-revenue period.

The site for each MOWF must be located immediately adjacent to the main line trunk of the HST System and be connected to the main line with a standard turnout. Also required is effective connectivity to the highway road network and access to utilities including water, gas, electricity, sewer and communications.

Based on a conceptual rendering of a "typical" MOWF as depicted in the attached schematics entitled "MOWF Concept Plan", Alternative A (wide configuration) TM 5.2-A and Alternative B (narrow configuration) TM 5.2-B the size of these facilities would require a land parcel "footprint" of between approximately 24 to 26 acres each, inclusive of roadways and parking.

5.0 OPERATIONS CONTROL CENTER

A provision for a train operations control center has been assumed within the HMF "compound", on a second level of the HMF building. Space for employee parking, pedestrian access/egress and appropriate bathroom and lunchroom facilities has been included. However, the operations control center can be located at any place along the system. Utilizing the second level of the HMF building will allow space for the operations control center without increasing the foot print of the HMF building or the additional cost of a separate building.

6.0 ROADWAY ACCESS AND PARKING TSMF & HMF

A conceptual layout of the roadways and parking areas needed to support the Terminal Storage Maintenance Facilities (TSMF) and Heavy Maintenance Facility (HMF) was developed based on the following assumptions:

Access and Circulation

- Access/egress primarily controlled at a single gated entry point
- A two-way circulation road, 24 feet wide, would follow the interior perimeter of each facility

- For the HMF, a 50-foot wide asphalt "apron" would surround the main shop building to provide access for emergency vehicles to any point around the structure
- Roadways to provide access to specific locations in the building(s) and yard(s) would be considered, as shown on the conceptual schematics
- For the HMF, a pedestrian "bridge" over the train yard tracks would be used to connect the employees' parking lot on one side of the yard tracks and the main shop building on the other side

Parking:

- At the HMF, up to 1500 HMF rolling stock shop employees are estimated to be accommodated during "peak shifts", including consideration of overlapping departure and arrivals of personnel. It is assumed that approximately twenty percent of employees would use public transportation or will ride share, resulting in an eighty percent automobile mode share for employee work trips. The public transportation share would be employees commuting via bus or a possible employee train stop off the HST system
- It is estimated that the parking demand for HMF rolling stock shop maintenance employees would require space for approximately 1200 vehicles based on the estimate of eighty percent automobile mode share ($1500 \times 80\% = 1200$).
- 150 parking spaces are assumed to be provided in proximity to the facility for Management and Administrative Personnel, Visitors, Deliveries and Priority Parking.
- It is expected that crew, rolling stock preparation personnel and some of the train yard employees would park their automobiles near the yard tracks. Spaces would be provided for 50 crew, 50 rolling stock preparations and 150 yard support employees.
- It is assumed that Right-of-Way Maintenance employees for a sub-division of the HST System would be located in the HMF "compound". An area of approximately 350,000 square feet for "lay-down", staging and storage area would be provided with 400 spaces for Right-of-Way Maintenance equipment, Right-of-Way Maintenance employees and the personnel who would operate and maintain the Train Washer and Automatic Wheel Inspection Station.

7.0 "OTHER" REQUIREMENTS

In addition to the items that are described above and depicted on the concept schematics (noted in section 8.0), there are other requirements that will have to be provided to support the operation of these TSMF and HMF Facilities:

- Connectivity provision for the Facilities roadways (as shown on the schematics) to the local road and highway network providing access/egress for (examples):
 1. Employees commuting by automobile
 2. Public transportation vehicles (local buses)
 3. Deliveries of materials and supplies (using heavy trucks)
 4. Emergency response personnel such as the fire department and medical teams
- Connectivity provision to the electric power grid to power the buildings, shops and trains. These facilities are currently described at a concept level and the requirements will be clarified as design progresses.
- For the HMF, it is desirable to build a sub-station within the "compound" that would support power needs for:

5. Train storage
 6. Train movements
 7. HMF shops' operations
 8. All other HMF buildings and facilities
- For the HMF, it is expected that this approach would require a new utility service from the nearest utility distribution line. In this case, it is estimated that ~13.8kV lines would not be sufficient and that a ~34.5kV service into a split step down facility is preferred. The catenary would be (isolated from the main line) supplied by a standard 1x25kV transformer, and the HMF would be fed from standard transformers which could distribute 480v 3ph throughout the facility
 - Connectivity to the water system, and both storm and sanitary sewer systems for personnel and industrial purposes. These facilities will provide train washing and toilet servicing for the rolling stock fleet. Water supply would also be required for employee locker room/bathroom facilities, interior building maintenance activities, and commercial food services needs.
 - Consideration for refuse removal services
 - Zoning for heavy industrial

8.0 FACILITIES SITE LOCATION CRITERIA

It is important that each of these facilities be located immediately adjacent to the HST System main line tracks and connected directly to these (main line tracks) with a 110 mph turnout and two connecting tracks (i.e. "double track") of approximately 3,696 feet on both ends of each facility. The connecting tracks will transition to become the slow speed (15 mph) lead tracks within each facility.

In addition to proximity and connectivity to the HST System main line tracks, the site of the Terminal Storage Maintenance Facilities (TSMF) should be such that the distance between the TSMF and the Terminal Stations is minimized. The preferred distance is up to 1.5 miles, the desirable distance is from 1.5 to 3.0 miles and the exception is further than 3.0 miles.¹ Terminal Storage Maintenance Facilities are required for the terminus stations or end points of the system at San Francisco, Los Angeles, Anaheim and Merced for Phase 1 with additional TSMF at San Diego and Sacramento for the Full Build-Out. Consideration has been given to a possible combined TSMF for Los Angeles and Anaheim. More detailed information on the train storage requirements is presented in Technical Memo 4.2, Phase 1 Service Plan, dated November 22, 2008, and Technical Memo 4.3, High-Speed Train Service Plan — Full Build Network with Links to Sacramento and San Diego, dated February 1, 2009.

The desirable site for the Heavy Maintenance Facility is that it be located centrally on the HST System between Merced and Bakersfield and, as previously described in Section 3.0 be able to accommodate direct connection with 79 to 105 miles of "high-speed" main line "test" track for testing, acceptance and commissioning of the new HST fleet. Being central is important. Merced-Bakersfield is the "Central Part" of the system, is part of the trunk line (Anaheim-SF), and has the ability to include the high-speed test track (no other part of the system meets these criteria). The required length of this test track is based upon current high-speed train manufacturers' recommendations for testing and commissioning which

¹ For illustration purposes, the potential effect of extending the proximity of a TSMF from an average of 3 miles to an average of 10 miles for the terminal stations (San Francisco, Sacramento, Los Angeles, Anaheim and San Diego) assumed in the CHSTP Full Build-Out with extensions to Sacramento and San Diego was estimated to be approximately 480,000 additional "dead-head" miles annually. Dependent on the results of further study and analysis of detailed train-set cycles, this would result in a potential requirement for one or two additional train-sets at a cost of \$30M to \$35M per train-set (\$60M to \$70M for two). Furthermore, Operations and Maintenance (O&M) costs would increase due to additional propulsion power consumption and additional crew and staffing requirements.

includes a protocol for sustained running for ten minutes at either up to 250 mph. Train operations at these speeds require a tangent (straight) alignment for the aforementioned distances.

The rationale for locating the HMF between Merced and Bakersfield is directly associated with international HST best practices and experience obtained from the start-up and implementation of other HST systems including KTX in Korea. It was determined that it is critical for the HMF to be activated prior to delivery of new train-sets for purposes of (potential) assembly and to have all of the functional requirements of the facility available during the required testing, acceptance and commissioning of the fleet. The testing procedures require that each train achieve a test speed greater than the in-revenue-service operating speed; for the CHSTP that speed range is between 223 mph (minimum) and 242 mph (recommended/preferred) and that this speed be sustained for a duration of ten minutes for each test run. Consequently, in order to provide track infrastructure capable of meeting these requirements, the maximum operating track speed must be 223 mph / 242 mph and the length of the "test track" must be between 79 miles (for 223 mph scenario) and 104 miles (for 242 mph scenario).

In addition, at the least this track must be directly connected to the HMF and HST international industry best practice recommends that for new HST systems, that the test track be fully "commissioned and tested" main track to replicate actual operating conditions. Based on this criteria, the Merced to Bakersfield segment conforms with the maximum test speed and track length requirements; other CHSTP sections such as the San Francisco to San Jose segment is being designed for a maximum speed of 125 mph (and is approximately 60 miles in length) and the Los Angeles to Anaheim segment is being designed for a maximum speed of 110 mph (and is approximately 30 miles in length).

A more detailed discussion of the standard testing, acceptance and commission procedures for high-speed train sets is presented in Technical Memorandum, Terminal and Heavy Maintenance Facility Guidelines dated August 2009.

9.0 ESTIMATED SPATIAL REQUIREMENTS

Based on a conceptual rendering of these facilities as depicted in the attached schematics entitled "HMF Concept Plan", TM 5.1-A, the TSMF and HMF facilities require the following land parcel "footprints" range (depending on the shape of the land parcel), inclusive of buildings, outdoor service areas, storage, roadways and parking:

- Merced to Bakersfield Heavy Maintenance Facility Concept Plan, TM 5.1A, 154 Acres
- Los Angeles Storage Yard and Maintenance Facility Concept Plan, TM 5.1B, 62 to 83 Acres
- San Francisco Storage Yard and Maintenance Facility Concept Plan, TM 5.1C, 90 to 108 Acres
- Anaheim Yard and Maintenance Facility Concept Plan, TM 5.1D, 52 to 74 Acres
- Sacramento Yard and Maintenance Facility Concept Plan, TM 5.1E, 54 to 76 Acres
- San Diego Yard and Maintenance Facility Concept Plan, TM 5.1F, 70 to 93 Acres
- Los Angeles / Anaheim (combined TSMF) Yard and Maintenance Facility Concept Plan, TM 5.1G, 88 to 105 Acres

The first part of the document is a letter from the President of the United States to the Congress, dated January 1, 1863. It is a very important document, as it contains the President's message to Congress for the first time since the beginning of the Civil War.

The letter is written in a very formal and dignified style, and it is a very important document, as it contains the President's message to Congress for the first time since the beginning of the Civil War. The letter is written in a very formal and dignified style, and it is a very important document, as it contains the President's message to Congress for the first time since the beginning of the Civil War.

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APPENDIX

September 9, 2009

Recently, the CHSRA developed guidelines for the **heavy maintenance facility** and other maintenance facilities. These guidelines conclude that the central **heavy maintenance facility** should be located in the Central Valley at a still to be determined location between Bakersfield and Merced. The CHSRA would like to provide this information to all local government agencies and other interested parties throughout the region that might have an interest in locating the **heavy maintenance facility** within their jurisdiction. The guidelines may be accessed on CHSRA's website at the link below:
www.cahighspeedrail.ca.gov/news/terminalguidelines.pdf

California's 800-mile high-speed train is envisioned as a state-of-the-art, electrically-powered steel-wheel-on-steel-rail intercity travel system linking the San Francisco Bay area, Sacramento and the Central Valley with Los Angeles, Inland Empire, Orange County and San Diego. The high-speed train system will boost California's economy as well as the Central Valley's by creating nearly 160,000 construction-related jobs to plan, design and build the system with an additional 450,000 permanent jobs statewide coming on-line once the system is fully built out.

This communication is serving to notify interested agencies and persons of the release of the **heavy maintenance facility** guidelines. At a later date, the CHSRA will formally request a statement of interest from local jurisdictions and interested parties as to potential sites for the heavy maintenance facility. Potential sites for the location of the **heavy maintenance facility** will be evaluated during the alternatives analysis phase of the project-level environmental review.

If you have any questions about the guidelines, please contact me at:

California High-Speed Rail Authority
c/o 516 W. Shaw Ave., #200
Fresno, CA 93704-2515
(559)-221-2636
Cbowen@hsr.ca.gov

We appreciate your interest in the high-speed train project.

Sincerely,

Carrie Bowen
Central California Director

9/9/2009

Gov. Schwarzenegger Announces Appointments

Governor Arnold Schwarzenegger today announced the following appointments:

Darius Assemi, 48, of Fresno, has been appointed to the California Transportation Commission. He has served as president of Granville Homes since 2009 and was vice president from 1983 to 2009. Assemi is a Leadership in Energy and Environmental Design (LEED) accredited professional and a Build It Green, certified green building professional. He is a member of the board of directors for the American Medical Overseas Relief Organization and the Islamic Cultural Center of Fresno. Assemi is the vice chair of the Building Industry Association of Fresno and Madera Counties. He is a former member of the board of directors for the Fresno Metropolitan Flood Control District. Assemi earned his Bachelor of Science degree in civil engineering from California State University, Fresno and is a licensed general contractor in California. This position requires Senate confirmation and the compensation is \$100 per diem. Assemi is a Republican.

Patrick Mason, 62, of San Francisco, has been appointed to the California Transportation Commission. He has served as the president of the California Foundation on the Environment and the Economy since 1984. Prior to that, Mason was the chief economist for the Association of Bay Area Governments from 1980 to 1982. He was the director of research for the California Labor Federation from 1976 to 1980 and was a research intern for the American Federation of Labor and Congress of Industrial Organizations from 1974 to 1975. He earned a Doctor of Business Administration degree, a Master of Arts degree in economics from the University of Colorado, Boulder and a Bachelor of Arts degree in economics from Santa Clara University. This position requires Senate confirmation and the compensation is \$100 per diem. Mason is a Democrat.



2035 Tulare Street, Suite 201
Fresno, California 93721

Telephone: (559) 233-4148 • Fax: (559) 233-9645
Website Address: www.fresnocog.org

Notice of Preparation

Date: September 8, 2009

To: Reference List of Recipients

From: Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Subject: Notice of Preparation of an Subsequent Environmental Impact Report (SEIR) for the Proposed 2011 Revision of the Regional Transportation Plan (RTP)

The Council of Fresno County Governments (Fresno COG) will be the Lead Agency and will prepare a Subsequent Environmental Impact Report (SEIR) for the project defined below. Fresno COG is requesting input regarding the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the SEIR prepared by Fresno COG when considering your permit or other approvals for the projects to be included in the 2011 RTP.

The project description, locale and probable environmental issues to be addressed in the SEIR are described below. An Initial Study is not attached and is not required.

Your response is requested at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to Clark Thompson, Planner III at the address shown above. Please identify the name and phone number of a contact person at your agency.

Project Title

Subsequent Environmental Impact Report (SEIR) for the 2011 Revision of the Regional Transportation Plan (RTP).

Location

Corporate limits of Fresno County, California including the fifteen incorporated cities and all unincorporated areas (reference the attached map of Fresno County identifying the area to be addressed by the SEIR and the RTP).

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

Project Description

Background: Fresno COG is the Regional Transportation Planning Agency and Metropolitan Planning Organization for the Fresno County region. As such, Fresno COG must identify transportation needs in Fresno County to prepare the Regional Transportation Plan and subsequent updates of the plan. In addition, Fresno COG is also responsible for preparing a Program EIR that reflects the general environmental effects of programs and projects to be included in the RTP.

Project Overview: The project, as defined by CEQA Statutes, Section 21065, is the preparation of the 2011 revision of the RTP. Fresno COG is in the process of preparing the RTP as required by Section 65080 et seq., of Chapter 2.5 of the California Government Code as well as federal guidelines pursuant to the requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The RTP must also meet Transportation Conformity for the Air Quality Attainment Plan per 40 CFR Part 51 and 40 CFR Part 93. In addition, the RTP must address requirements set forth in Assembly Bill 32, the California Global Warming Solutions Act of 2006. Finally, the California Transportation Commission has prepared guidelines (most recently adopted by the Commission on September 20, 2007 plus an Addendum addressing Climate Change and Greenhouse Gas Emissions adopted by the Commission on May 29, 2008) to assist in the preparation of RTPs pursuant to Section 14522 of the Government Code.

As the designated Regional Transportation Planning Agency (RTPA), Fresno COG is mandated by state and federal law to update the Regional Transportation Plan every four (4) years. The last comprehensive EIR on the RTP was completed in May 2007, which addressed transportation improvement projects, programs, and funding reflected in the 2004 RTP together with additional funding from the proposed (now approved) ½ Cent Sales Tax Measure Extension (Measure "C"). Measure "C" did receive the 2/3rd voter approval required in order to pass in the November 2006 election. The 2011 revision to the RTP must be prepared to address possible environmental impacts resulting from its implementation and sources of funding that are available for programming.

The RTP is used to guide the development of the Regional Transportation Improvement Program (RTIP). The RTIP is the programming document used to plan the construction of regional transportation projects and requires State Department of Transportation (Caltrans) approval. No project-level assessments of environmental impacts will be addressed by this SEIR. The RTP is also used as a transportation planning document by each of the sixteen member jurisdictions of Fresno COG. The members include the County of Fresno and the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma.

The RTP identifies the region's transportation needs and issues, sets forth an action plan of projects and programs to address the needs consistent with the adopted policies, and documents the financial resources needed to implement the plan. Additional areas of emphasis and policy initiatives in the 2011 RTP include Climate Change (including a Climate Change Element), Congestion Management Process, Environmental Justice, Goods Movement, and Blueprint Planning. In addition, the 2011 RTP will include updated project lists and updated performance measures.

The RTP will include the following sections, which may be reorganized or modified as a result of staff and consultant review:

1. San Joaquin Valley Regional Transportation Overview
2. Regional Setting, State and Federal Issues
3. Climate Change Element and Blueprint Issues
4. Policy Element

5. Needs Assessment and Action Element
6. Financial Element

Specific environmental issues to be addressed in the SEIR include:

- ◆ Aesthetics
- ◆ Agricultural Resources
- ◆ Air Quality
- ◆ Biotic Resources
- ◆ Climate Change
- ◆ Cultural Resources
- ◆ Geology/Soils
- ◆ Hazards & Hazardous Materials
- ◆ Hydrology/Water Quality
- ◆ Land Use/Planning
- ◆ Noise
- ◆ Population/Housing
- ◆ Public Utilities, Other Utilities & Services Systems
- ◆ Transportation/Traffic
- ◆ Growth Inducement and Cumulative Effects

The project boundaries are the lawfully adopted borders of Fresno County, including the fifteen (15) incorporated cities. and the County (all unincorporated areas).

Requirement to Prepare a Subsequent EIR

According to CEQA, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- ◆ Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- ◆ Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- ◆ New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR or negative declaration
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In this case, Fresno COG understands that 2011 RTP improvement projects have changed or the timing of those projects has changed since certification of the previous RTP EIR in May 2007. As a result of these changes, rather than prepare a complete new EIR, Fresno COG desires to use the previous EIR and

update/change sections to address RTP project changes, as well as greenhouse gas/global warming (Climate Change) issues.

Environmental Issues to be Addressed in the EIR

The programs and projects to be included in the RTP will be analyzed through development of a Program EIR. This will allow Fresno COG to analyze the regional or general impacts of the programs and projects. A more detailed or project level environmental assessment of the various projects included in the Plan will be conducted by the various responsible agencies including Caltrans, Fresno County, and the cities within the County before the projects are constructed or implemented.

The key environmental issues to be addressed in the Program EIR for the 2007 Revision of the RTP include:

➤ Aesthetics

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state or county designated scenic highway or county designated scenic road
- Substantially degrade the existing visual character or quality of the site and its surroundings, which are open to public view
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

➤ Agriculture

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use or if the area is not designated on the Important Farmland Series Maps, the conversion of prime agricultural land as defined in Section 51201(C) of the Govt. Code to non-agricultural use
- Conflict with existing zoning for agriculture use, a Williamson Act contract, or provisions of the Model Farmland Conservation Program

➤ Air Quality

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations

➤ Biological Resources

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Dept. of Fish and Game or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Dept. of Fish and Game or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to: marsh, vernal pool, coastal, etc.) through direct filling, hydrological interruption, or other means
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

➤ Climate Change

- The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project

- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project

➤ **Cultural Resources**

- Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature of paleontological or culture value
- Disturb any human remains, including those interred outside of formal cemeteries
- Disturb unique architectural features or the character of surrounding buildings

➤ **Geology, Soils, and Seismicity**

- Result in substantial soil erosion, situation, changes in topography, the loss of topsoil or unstable soil conditions from excavation, grading or fill
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse

➤ **Hazards and Hazardous Materials**

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment or risk of explosion
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working the project area
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area

➤ **Hydrology and Water Quality**

- Violate any water quality standards or waste discharge requirements
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff

➤ **Land Use and Planning**

- Physically divide an established community
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect

➤ **Noise and Vibration**

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels
 - For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels
- **Population and Housing**
- Substantially change the demographics in the area
 - Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)
 - Substantially alter the location, distribution, or density of the area's population
 - Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
 - Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere
- **Public or Utility Services**
- Electrical power or natural gas
 - Communication
 - Other public or utility services
- **Utilities and Services Systems**
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction which could cause significant environmental effects
- **Transportation/Traffic**
- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)
 - Exceed, either individually or cumulatively, a level of service standard established by the County RTP
 - Result in a change in air, rail or water-borne traffic patterns, including either a significant increase in traffic levels or a change in location that results in substantial safety risks
 - Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, hazards or barriers for vehicles, pedestrians, or bicyclists
 - Substantially accelerate physical deterioration of public and/or private roads
- **Mandatory Findings of Significance**
- The project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened plant or animal species, or eliminate important examples of the major periods of California history or prehistory
 - The project has environmental impacts that are individually limited, but cumulatively considerable
 - The project has environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Prepared by: Georgiena M. Vivian, VRPA Technologies, Inc. – August 27, 2009

Date:

9/9/09

Signature:

Tony Boren
Tony Boren

Title:

Executive Director

Phone:

559 233-4148



PROGRAMS FACT SHEET

In response to community-based initiatives that improve health, the Collaborative provides program services, health education, and advocacy for underserved populations throughout the State. Particular emphasis is placed on those who lack access to health care and the unique needs of California's diverse cultural communities.

BREAST AND CERVICAL HEALTH

Breast Cancer Care Coordination and Navigation Program (CCAN)

A program with 2009/2010 grants from the Central Valley and Sacramento Valley Affiliates of *Susan G. Komen for the Cure*, to provide uninsured/underinsured breast cancer patients who reside in Fresno County and 17 counties that comprise the Sacramento Valley Affiliate service area with [preapproved] financial assistance and transportation to cancer treatments, support groups, and connects patients with services and products that support treatment compliance and an opportunity for the best possible outcome.

Contact: Cynthia Mora (559) 244-4554 cmora@healthcollaborative.org

Cancer Partnerships – Bay Area, Central Valley, Gold Country & Northern California

Programs that provide breast and cervical cancer screening and education services to income eligible, uninsured or underinsured women age 25 and older for cervical care and 40 years and older for breast care. The programs serve 44 counties from the Central Valley to the Oregon border.

Contact:

- Barbara Clifford – Bay Area and Northern California (530) 345-2483 ext. 203 bclifford@healthcollaborative.org
- Debbie Garrett – Central Valley and Gold Country (559) 244-3613 dgarrett@healthcollaborative.org

CANCER REGISTRIES

Cancer Registries of Central & Northern California

Programs that collect and disseminate all state and federal mandated cancer data for the 25 counties of Central and Northern California.

Contact: Mignon Dryden (530) 345-2483 ext. 204 mdryden@healthcollaborative.org

HEALTHCARE ACCESS

HMO Enrollee Regional Outreach and Information Center (HEROIC) and Statewide Special Population - Women

To inform and educate consumers about their rights and responsibilities as health plan enrollees and to teach them how to make best use of the services offered by their health plans.

Contact: Evi Hernandez (559) 244-4527 ehernandez@healthcollaborative.org

MATERNAL HEALTH

California Diabetes and Pregnancy Program

Diabetes management guidelines and resources are shared in nine Central California counties to help reduce the incidence of infant and maternal complications associated with diabetes and pregnancy.

Contact: Melissa Ortiz (559) 244-4546 mortiz@healthcollaborative.org

San Joaquin/Sierra Regional Perinatal Program

Hospitals, public health educators and perinatal health care workers receive information and collaborate on best practice initiatives, quality improvement activities, networking and educational opportunities in nine central California counties.

Contact: Julie Barker (559) 244-4512 jbarker@healthcollaborative.org



PROGRAMS FACT SHEET

NUTRITION AND PHYSICAL ACTIVITY

Network for a healthy California-Sierra Cascade Region (formerly the Sierra Cascade Regional Nutrition Network)

Education and resources for low income communities, primarily with (SNAP-ed) Supplemental Nutrition Access Program education eligible populations with the goal of increasing fruit and vegetable consumption; promoting daily physical activity; increasing California's food security, including participation in federal nutritional assistance programs, especially Food Stamps; and increasing chronic disease prevention.

Contact: Patty Mannel (530) 345-2483 ext 215 pmannel@healthcollaborative.org

Network for a healthy California-North Coast Region

Education and resources for low income communities, primarily with (SNAP-ed) Supplemental Nutrition Access Program education eligible populations with the goal of increasing fruit and vegetable consumption; promoting daily physical activity; increasing California's food security, including participation in federal nutritional assistance programs, especially Food Stamps; and increasing chronic disease prevention.

Contact: Jennifer McClendon (707) 543-5810 mcclendon@healthcollaborative.org

TOBACCO PREVENTION

Fair for All ~ Secondhand Smoke Advocacy Campaigns in Northern California

Fair for All is a smoke-free rural fair campaign for the counties of Butte, Glenn, and Tehama.

Contact: DeAnne Blankenship (530) 345-2483 ext. 213 dblankenship@healthcollaborative.org

Community Network for Tobacco ReLief (CØNTRØL) Project

Offers tobacco cessation services to parents and caregivers of children 0-5 in Merced County and coordinates a countywide tobacco cessation workgroup of community organizations.

Contact: Evi Hernandez (559) 244-4527 ehernandez@healthcollaborative.org

YOUTH DEVELOPMENT

Rural Teen Pregnancy Prevention Program ~ Butte, Fresno, Kings & Merced Counties

Programs that collaborate with schools, community-based organizations and youth in the agricultural communities of rural Fresno, Kings, Merced and Butte counties to reduce the incidence of teen pregnancy through prevention education, leadership training, service learning projects and other value-based activities.

Contact:

- Butte County - Deborah Wigely (530) 534-1944 dwigely@healthcollaborative.org
- Contact for Fresno & Kings Counties - Evi Hernandez (559) 244-4527 ehernandez@healthcollaborative.org
- Contact for Merced County - Celeste Ramos (209) 725-8240 cramos@healthcollaborative.org

S.T.O.P. (Students Targeted with Opportunities for Prevention) ~ Fresno

A juvenile delinquency prevention program at Kings Canyon Middle School designed to prevent 10-14 year olds from entering the juvenile justice system. Program provides tutoring, counseling, youth development and recreational activities.

Contact: Karina Macias (559) 253-6470 ext. 32069 kmacias@healthcollaborative.org

CORPORATE HEADQUARTERS

1625 East Shaw Avenue, Suite 155 – Fresno, California 93710-8100

Office (559) 221-6315 – Fax (559) 221-6219 – www.healthcollaborative.org

Contact: Stephen Ramirez, Executive Director, sramirez@healthcollaborative.org

OFFICES

Chico – Merced – Oakland – Oroville – Rancho Cordova – Santa Rosa

Breast Cancer Resources

Every Woman Counts:

You may qualify for a free breast cancer screening if you:

- Do not have insurance
- Have insurance but are unable to pay the deductible or co-pay
- 40 years of age or older
- At or below 200% federal poverty level.

Early detection is only a phone call away. For more information, please call 1-800-511-2300

Linking A.R.M.S. Assistance and Resources Made Simple

A program for medically underserved women made possible through a partnership between CancerCare and the Susan G. Komen for the Cure® provides financial assistance, education and support services to low-income, under- or uninsured women across the country who qualify. Patients can access the Linking A.R.M.S. program by calling the Komen Foundation's National, Toll-Free Breast Care Helpline at 1-877-GO KOMEN.

You may also call CancerCare at 800-813-HOPE
For more information, visit their website
www.cancercare.org

PAF Co-Pay Relief Program

The PAF Co-Pay Relief Program (CPR) currently provides financial assistance to eligible patients who are being treated for breast, lung, kidney, colon and/or prostate cancers, sarcoma, lymphoma, macular degeneration, diabetes, autoimmune disorders and secondary issues as a result of chemotherapy treatment.

Susan G. Komen for the Cure has provided Patient Advocate Foundation (PAF) with additional funding to provide co-payment assistance for qualified patients with breast cancer for **pharmaceutical co-payments** incurred by insured patients, including new Medicare Part D beneficiaries diagnosed with breast cancer.

Patients must financially and medically qualify to access co-payment assistance.

How to request financial assistance

Patients and physicians can contact the PAF Co-Pay Relief Program toll-free at 1-866-512-

3861

Charity Navigator Provides Komen with a 4-Star Rating

Susan G. Komen for the Cure® received the distinguished 4-Star Rating from Charity Navigator, America's largest independent evaluator of charities. Charity Navigator's recent awarding of four out of a possible four stars indicates that Susan G. Komen for the Cure excels in successfully managing organizational finances in an efficient and effective manner. This an exceptional feat for our organization, given the economic challenges many charities have faced in the last year. This tremendous distinction, is resulting from the hard work of our staff, Affiliates and activists.

The Promise

Nancy G. Brinker started Susan G. Komen for the Cure® in 1982 in Dallas, Texas in honor of a promise she made to her sister Susan G. Komen, who died from breast cancer at the age of 36. Today, Komen for the Cure is the world's largest and most progressive grassroots network of survivors and activists working to end breast cancer forever. Komen for the Cure is 125 Affiliates strong, located in cities and communities across the U.S., Germany, Italy and Puerto Rico.

Breast Self Awareness:

- Know your risk
- Get screened
- Know what is normal for you
- Make healthy lifestyle choices

Our Promise: To save lives and end breast cancer forever by empowering people, ensuring quality of care for all and energizing science to find the cures



PMB 551
5730 N First St #105
Fresno, CA 93710
559-229-4255

Email: Sharon Johnson, Executive Director
sjohnson@komencentralvalley.org

Debbie Young, President
dyoung@komencentralvalley.org

www.komencentralvalley.org
559-229-4255

The Central Valley Affiliate of Susan G. Komen for the Cure®



Since 1999, the Central Valley has seen a presence of dedicated women and men in pursuit of a noble cause: to see a world without breast cancer. Carolyn Montez Jorgensen, a breast cancer survivor brought the Susan G. Komen Race for the Cure® to Fresno in 1999. She noticed an ad about the Race in a running magazine, and on a whim, responded. She embarked on bringing the Race to Fresno. 800 people attended the first Komen Central Valley Race. The same year, the Central Valley Affiliate was formed. In 2008, the Race grew to over 6500 participants. Since that time, a committed group of volunteers and activists work year-round to raise funds in the fight against breast cancer. Carolyn lost her life to breast cancer in August 2007. Since the Affiliate's inception in 1999, we have invested 1.4 million dollars in local programs providing education, screening and treatment. In support of breast cancer research, we have invested over \$474,000.

Affiliate Presence in the Community

The Central Valley Affiliate hosts two events annually. Susan G. Komen Race for the Cure® is held the 4th Saturday in October at CSUF. This major fundraiser is both a family event and a competitive run being the final race of the calendar year in the Valley Runner of the Year Series. The *Celebration of Life* Survivor Luncheon is held the 1st Saturday in October to honor local breast cancer survivors and those undergoing treatment.

Third parties who help raise funds for Komen are: Coldwater Creek, "Try it on for the Cure", USBC, "Bowl for the Cure", Moose Lodge, Swing for the Cure, Wacoal "Fit for the Cure" and "Pink Zone" with Fresno State Women's Basketball.

The Education Committee performs community outreach by presenting breast cancer awareness classes, partnering with local high schools and participating in multicultural health fairs.

Seventy-five percent of net funds raised stays in Fresno County for education, screening and treatment programs.

Twenty-five percent of net funds raised go to Komen Award and Research Programs. In 2007, Komen National awarded more than \$100 million dollars in breast cancer research grants.

Current Grantees

For the 2009/2010 grant cycle, we have funded thirteen organizations providing education, screening and treatment.

- Association for Community Enhancement
- California Health Collaborative
- Centro La Familia
- Community Outpatient-Lymphedema Clinic
- Deaf and Hard of Hearing Service Center
- Fourwinds Lodge
- Fresno Health Consumer Center
- Hinds Hospice
- Islamic Cultural Center of Fresno
- Khmer Society of Fresno
- KVP/PT-TV
- Sisterhood of Survivors
- West Fresno Health Care Coalition

For more information on applying for a grant, go to our website at: www.komencentralvalley.org

Women have a 1 in 8 risk of developing breast cancer in her lifetime.

1 woman is diagnosed with breast cancer every 3 minutes.

1 woman will die of breast cancer every 13 minutes.

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